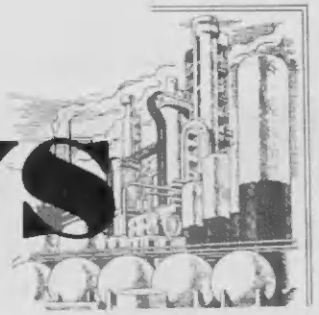


# Aruba Esso News

VOL. 24, No. 8

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

April 20, 1963



NEW UNIFORMS for postmen in Accounting-Mail Distribution are modeled, above, by A. R. C. Webster, left, and W. H. V. Wilson. The white shirts and green trousers replace the old all-green uniforms, which were previously worn with black bow tie.

MODELO DI uniform nobo pa carteronan den Accounting-Mail Distribution ta worde muntrá mas ariba door di A. R. C. Webster, na robes, y W. H. V. Wilson. E camisa blancu y carson berde ta reemplazá e uniform completamente berde, cu tabata worde histí cu dashi-pushu preto.

## Veteran Worker Recalls Early Times, First Tests of Samples in Laboratory

Laboratory No. 1 has lost its oldest employee. R. C. Peterson, who joined the ranks of Lago annuitants the first of April, even out-ranked lab technician B. F. Dirks in time of lab service, and Mr. Dirks is near the head of the list of long-time Lago employees. Mr. Peterson took a job in April, 1928 with Mr. Clendenning in TD-Engineering, he recalled, "just measuring." He then took a job with a company in Oranjestad. Having had laboratory experience in Curaçao, Mr. Peterson was invited by chief chemist Frank Campbell "to see his new lab."

That visit in January, 1929, became the start of a Lago career spanning more than thirty-four years. "He put me on the payroll," Mr. Peterson said. Mr. Campbell later became Lago general manager.

The lab was then a stucco building on the east side of the present Machine Shops, Mr. Peterson recalled. It was "like the bungalows now, but longer." Its equipment included two hand-operated flash point machines and two fuel viscosity machines that are still in use.

S. "Flick" Maduro joined the lab after Mr. Peterson, transferring from an assignment under Ralph Watson in Receiving and Shipping. Mr. Dirks joined the lab nearly a year after Mr. Peterson.

George Hopkins joined the lab staff two days after Mr. Peterson.

Frank Griffin and Adrian Miller "came in within a couple weeks, but Mr. Miller only worked one night, then went across to the treating plant." Mr. Griffin later transferred to high pressure stills.

Mr. Peterson said he ran the first bottom sediment and water test ever done in the lab; the first flash point and the first gravity tests on No. 1 Rerun Still.

"We had just got in some crude. There was no refinery then. We had two storage tanks east of the present Medical Center. Two lake tankers brought in 18,000 barrels of crude, and the units were still under construction."

His Lago career included "loan assignments" to Standard Inspection Lab, then to Saybolt during World War II.

"Without Lago's help," he said, "my daughters would never have been able to receive such fine educations." Florence, married to Royal

(Continued on page 6)



HE WAS flying too low, said G. L. Garcia of the Machine Shop. "He must have been a little dizzy." Mr. Garcia, working at the drydocks, caught this flying fish in his hand while working on an engine hatch. The fish aren't seen very often inside the reef.

EL TABATA bulando mucho abao, G. L. Garcia di Machine Shop a bisa. "El mester tabata un poco tolondrá." Mientras trahando na Drydock ariba un tapa ariba un mashin el a cohe e fleercha aki den su man. E piscá buladó aki no ta worde mirá masha frecuente paden di rif.

## Radio Victoria Lago Hour To Present Peruvian Singer

The Radio Victoria Lago Hour Monday, April 22, will feature one of South America's most promising singers. He is Luis Alva, whose voice training in Italy and recital at Judson Hall in New York last year were sponsored by the International Petroleum Company, a Standard Oil Company (New Jersey) affiliate.

The Lago Hour broadcast, which will begin at 7:30 p.m., is a tape of Mr. Alva's acclaimed Judson Hall concert. He is presently under contract with the Metropolitan Opera Company of New York.

## New Section Is Formed Under Planning Division For Project Development

A Project Development Section has been established within the new Economics & Planning Division. The section will handle budget administration, estimating and chemicals planning. T. E. Fitzgerald is supervising engineer of the new section.

The new section assumes most of the functions of the old Budget Section, Engineering Division, except for some clerical work and some project handling. The section will compute major capital investments, formerly a function of the budget section.

The Economics and Planning Division was established Nov. 1, 1962, as a fourth division in the Technical Department. The move placed more emphasis within the department on long-range planning and the economic efficiency of the refinery. Forrest Leighty is division superintendent.

No research is involved in the chemicals planning work, Mr. Fitzgerald emphasized. "We're looking for opportunities to develop new chemicals, and for investment opportunities in chemicals." This is accomplished by checking Jersey commercial processes and Lago raw materials "to see if they can mesh."

Studies on adapting Lago streams to commercial purposes have been going on for several years, Mr. Fitzgerald said. "This just formalizes it."

## Three Departments Keep Frequency Rate of '0' In Off-the-Job Safety

The March inter-departmental competition in the 1963 Off-The-Job Safety program resulted in zero rates for the first quarter for Community Services, Seroe Colorado schools and the Public Relations Department. There were twenty-nine March injuries resulting in lost time and eighty minor injuries.

Of the 109 persons involved in the mishaps, seventy-five sustained their injuries at home; ten, in recreational activities; sixteen, in public; and eight, in car and bicycle accidents.

The frequency rate for the entire company in 1962 was 19.29, compared with 21.00 for the same period this year. People were more careless off-the-job in March than in any other month this year, according to the safety statistics.

Frequency rates for other competing departments were: Lago Police, 13.16; Accounting, 14.46; Process, 16.57; Technical, 16.84; Medical, 17.01; Marine, 18.74; Industrial Relations, 24.28; Executive Office, 26.73; and Mechanical, 26.77.

Total injuries reported for employees families in March amounted to twelve. Three daughters were injured and nine sons. Total for the year for wives, sons and daughters was ninety-eight injuries. They were: wives, eight; daughters, twenty-six; and sons, sixty-four.

## Mechanical, Process Men

## Paths Cross Again for Two Employees As Both Receive Thirty-Year Emblems

Careers of two Lago employees seemed to cross during their service in the refinery. What made it more memorable was that both received their thirty-year awards at the same ceremony. Antonio J. Arendsz transferred from cleanout corporal in Pressure Stills to Mechanical-Yard, Dominico C. Dirksz transferred from Pressure Stills-Cleanout to Operating-Pressure Stills, now Cracking and Light Ends

The two received emblems and certificates in ceremonies April 10 from Assistant General Manager F. W. Switzer.

Mr. Arendsz, 55, began his service with the company on April 25, 1933, as a laborer in Pressure Stills. He progressed through various job levels to the position of cleanout corporal in January, 1945. In August, 1947, he was transferred to Mechanical-Yard as a cleanout corporal, the position he presently holds.

Before joining Lago, he ferried Lago workers back and forth in his taxi between Oranjestad and San Nicolas. His thirty years' service were attained without a deductible absence, and he never suffered a lost-time industrial accident. He has six daughters, four sons, and six grandchildren.

Mr. Dirksz, who reached the thirty-year mark March 23, joined Lago Jan. 17, 1933, as a laborer in the Labor Department. After a brief break in service, he was subsequently

## Tres Departamento Tin Frecuencia di '0' den Concurso di Seguridad

E concurso inter-departamental pa Maart den e programa pa 1963 di Seguridad Fuera di Trabao a resulta den frecuencia di zero pa e promer tres luna di anja pa Community Services, schoolnan di Seroe Colorado y Departamento di Public Relations. Tabatin binti-nuebe desgracia durante Maart, resultando den tempo perdi pa trabao y ochenta desgracia chiquito.

Di e 109 personanan involvi den e accidentenan, setenta-y-cinco a hanja nan desgracia na cas; diez durante actividadnan di recreacion; diez-seis den public; y ocho den accidente di auto y bicicleta.

E cifra di frecuencia pa henter compania pa 1962 tabata 19.29, compará cu 21.00 pa e mesun periodo di e anja aki. Hendenan tabatin mas descuidao fuera di trabao durante Maart cu ningun otro luna pa es anja aki, segun e statisticonan di seguridad.

Cifra di frecuencia pa otro departamentonan competiendo tabata: Lago Police, 13.16; Accounting, 14.46; Process, 16.57; Technical, 16.84; Medical, 17.01; Marina, 18.74; Industrial Relations, 24.28; Executive Office, 26.75; y Mechanical, 26.77.

transferred to the Gas Plant as a laborer, then to Pressure Stills-Cleanout until May, 1942, when he became a Process Helper "C" in Operating-Pressure Stills. He progressed to levelman in April, 1959, the position he presently fills.

Mr. Dirksz, 52, a very good football player in earlier days, has five daughters and six sons. He has never suffered a lost-time industrial accident during his employment.

The presentations brought the total number of thirty-year awards for Lago employees to 304 since 1955.

## Dos Empleado Ta Ricibi Botonnan di 30 Anja na Ceremonia di F.W. Switzer

Carera di dos empleado di Lago parce ta cruza otro durante nan servicio den refinaria. Loke a haci esaki mas comorable tabata cu ambos a ricibi nan boton di trinta anja den e mes ceremoniam. Antonio J. Arendsz a cambia for di Cleanout Corporal den Pressure Stills pa Mechanical-Yard, Dominico C. Dirksz a cambia for di Pressure Stills-Cleanout pa Operating-Pressure Stills, cu awor ta Cracking & Light Ends.

E dos empleadonan a ricibi nan emblema y certificado den ceremonia di April 10 for di Asistente Gerente General F. W. Switzer.

Sr. Arendsz, edad 55, a cuminsa su servicio cu compania na April 25, 1933, como un peon den Pressure Stills. El a progresá den e varios nivelnan di trabao pa e posicion di Cleanout Corporal na Januari 1945. Na Augustus 1947, el a cambia pa Mechanical-Yard como un Cleanout Corporal, e posicion cual el ta ocupa actualmente.

Promer di a traha cu Lago, el tabata transporta trahadornan di Lago bai-bini den su taxi entre Oranjestad y San Nicolas. Su servicio di trinta anja tabata logrará sin ningun ausencia descomorable, y nunca el a sufrí un accidente industrial cu perdida di tempo. El tin seis yiu muher, cuatro yiu homber, y seis nieto.

Sr. Dirksz, kende a yega e marca di trinta anja Maart 23, a drenta servicio di Lago Jan. 17, 1933, como un peon den Labor Department. Despues di un corto interrupcion di servicio, el a worde cambiá pa Gas Plant como Laborer, despues pa Pressure Stills-Cleanout te Mei 1942 tempo cu el a bira Process Helper

(Continúa na pagina 2)



Antonio J. Arendsz



Dominico C. Dirksz



# ARUBA **Esso** NEWS

PUBLISHED EVERY OTHER SATURDAY, AT ARUBA, NETHERLANDS ANTILLES, BY LAGO OIL & TRANSPORT CO., LTD.  
Printed by the Aruba Drukkerij N.V., Neth. Ant.

## Lago And Its Employees

This is a quick summary of how well Lago and its employees work together and stay together.

Nine Lago employees, all of them since retired, have received forty-year awards. Three were given in 1952, one in 1955, two in 1956 and three in 1957. All included service with other affiliates of Standard Oil Company (New Jersey).

Lago had one thirty-five-year award, a termination award presented in 1960. There have been 304 thirty-year awards given since 1955.

The average length of service for Lago's 3700 employees, both staff and regular, is seventeen years and two months.

The lowest payroll number now in use was given a Lago employee thirteen-and-a-half years ago. It's Number 4.

The employee with the longest service still employed joined Lago Jan. 5, 1925. That was thirty-eight years ago.

## Lago Y Su Empleadonan

Esaki ta un resumen cortico tocante com bon Lago y su empleadonan ta traha hunto y ta keda hunto.

Nuebe empleado di Lago, y tur di nan ya ta cu pension, a ricibi boton di servicio di cuarenta anja. Tres a worde entregá na 1952, uno na 1955, dos na 1956 y tres na 1957. Tur tabatin tambe servicio cu otro afiliadonan di Standard Oil Company (di New Jersey).

Lago tabatin un empleado di trinta-y-cinco anja di servicio, cu a worde presentá un boton na su terminacion di servicio na 1960. Desde 1955 304 botonnan di trinta anja a worde duná.

E promedio di largura di servicio di Lago su 3700 empleadonan, tanto di staff como regular, ta diezsiete anja y dos luna.

E numero di ficha mas abao awor na uso y cu e worde duná un empleado di Lago dieztres anja y mei pasá, ta Number 4.

E empleado cu servicio mas largo cu ainda ta empleá a dreña servicio di Lago Jan. 5, 1925. Esaki tabata trinta-y-ocho anja pasá.

### DOS EMPLEADO

(Continúa di pagina 1)

"C" den Operating-Pressure Stills. El a avanza pa Levelman na April 1959, e Dirksz, ed tin actualmente.

Sr. Dirsks, edad 52, kende tabata un bon hungador di bala den tempo pasá, tin cinco yiu muher y seis yiu homber. Nunca el a sufri un accidente industrial cu perdida di tempo durante su empleo.

E presentacionnan a trece e total cantidad di empleadonan di Lago cu trinta anja di servicio na 304 desde anja 1955.

## Aruba, Curacao Teams Split Honors, Trophies in Judo Before Capacity Crowd

A large crowd turned out April 6 at Lago Sport Park for the first inter-island judo competition. One of the originators of the idea, Eddy Snijders, a Black Belt, Second Dan, from Curacao, graduated Savaneta Marine Sgt. Reinald Poeteray to Black Belt, First Dan, and served as judge for the competition.

Awarded the trophy for all-category champion was Maximiliano Meulens of Curacao. Other trophies were awarded by E. Byington to: Paul Perri of Curacao, who headed that delegation; A. P. J. van Esch of Aruba, Claudius Simth of Curacao, Snijders, H. F. Alberto of Aruba, Meulens, and A. van Son of Aruba.

## New Weighing Scales Due Beside Reclamation Yard For Scrap Metal Truckers

Workmen have started construction of a motor truck scale beside the Mechanical Storehouse Reclamation Yard. The scales, similar to those at the concrete plant, will provide a weighing station nearer the scrap pile for contractors and thus reduce traffic through the refinery.

Scrap contractors had used the concrete plant scales. There is no contractor at this time.

The scales, with a capacity of fifteen metric tons, will be placed in a pit beside the building twenty-five feet long, eleven feet wide and about four-and-a-half feet deep.

The scales will have an automatic printing device to record gross weight. The project involves about 1400 man hours.

## Dies-un Programa Asigna Na 'Speakers' Bureau'

Tabatin dies-un programa asigná na miembronan di "Speakers' Bureau" durante Maart. Nan tabata J. R. Beaujon, J. Opdyke, Srta. L. T. I. Ecury, C. Z. de Cuba, T. Figaroa, H. P. E. Ecury, M. Croes, J. Noguera, F. Christiaans, Severiano Luydens y W. Brinkman.

Operadornan di projector pa e programanan tabata M. Maduro, J. Havertong, Sr. Luydens y M. I. Lacle.

## Alders Gains Promotion To Assistant Group Head In Technical-Laboratory

George B. Alders has been named assistant group head for Technical-Laboratory No. 1 A Lago employee for more than sixteen and one-half years, he came to work in the refinery in July, 1946, as a Tester F.

His promotion was his seventh in the laboratory, where he has worked since joining Lago. Mr. Alders was promoted steadily, reaching Tester B in 1949, Stenographer II in 1951 and Stenographer I in 1953. At the time of his promotion, he was serving as a junior laboratory assistant.



G. B. Alders

He replaces Reuben C. Peterson, who retired earlier this month after thirty-four years of service, all in Laboratory No. 1.

## Project Section Agregna Na Economics Division cu Administra di Presupuest

Un Project Development Section a worde estableci den e Division nobo di Economics & Planning. E seccion lo ta encargá cu administracion di presupuesto, calculacion y planeamento quimico. T. E. Fitzgerald ta ingeniero supervisorio di e seccion nobo.

E seccion a trabao di e Budget Section bieuw, den Engineering Division, excepto pa algun trabao clerical y algun tratamiento di proyecto. E seccion lo haci calculacion ariba inversionnan mayor di capital, anteriormente un trabao di Budget Section.

E Division di Economics & Planning a worde estableci Nov. 1, 1962, como di cuatro division den Departamento Tecnico. E cambio aki a pone mas enfasis den e departamento ariba planeamento ariba termino largo y eficiencia economico di refinaria. Forrest Leighty ta Superintendente di e Division.

E trabao di planeamento quimico no ta involve ningun research, Sr. Fitzgerald a bisa. "Nos ta buscando oportunidatnan pa desaroyá quimicono nobo y pa optimisadnan di inversion den productonan quimico." Esaki ta worde lográ door di check e procesonan comercial di Jersey y e materialnan prima di Lago "pa mira si nan por traha uno cu otro."

Estudionan pa adapta operacionnan di Lago pa obhetivonan comercial ta den progreso pa varios anja, Sr. Fitzgerald a bisa. "Esaki solamente ta formalizá e asunto."

### Schedule of Paydays

Semi-Monthly Payroll	
April 1-15	Tuesday, April 23
Monthly Payroll	
April 1-30	Thursday, May 9

## Ora di Lago na Victoria Ta Presenta Cantante

E Ora di Lago na Radio Victoria ariba Dialuna, April 22, lo presenta uno di e cantantenan mas prometedor di America del Sur. El ta Luis Alva, kende su entrenamiento vocal na Italia y recital na Judson Hall na New York anja pasá tabata bao auspicio di International Petroleum Company, un afiliado di Standard Oil Company (New Jersey).

E broadcast di Ora di Lago, cual lo cuminsa pa 7:30 p.m., ta un tape di Sr. Alva su aclamado concierto na Judson Hall. Actualmente el tin un contract cu Metropolitan Opera Company di New York.

## Un Balanza di Piza Nobo Lo Worde Instala pa Truck Cerca Reclamation Yard

Trahadornan a cuminsa construcion ariba un balanza pa pisa truck cerca di Mechanical Storehouse Reclamation Yard. E balanza, cu ta similar na esun na Planta di Concreto, lo percura pa un stacion di pisa mas cerca di e deposito di hero bieuw pa bende cu contratistanan y asina reduci trafico door di refinaria.

Contratistanan di hero bieuw tabata usa e balanza na Planta di Concreto. Awor no tin ningun contratista ta cumpra hero bieuw.

E balanza, cu tin un capacidad di diezcinco ton metrico, lo worde instalá den un buraco banda di e edificio y lo tin binti-cinco pia largo, diezun pia ancho y como cuatro-y-meis pia hundo.

E balanza lo tin un aparato di imprenta automatico pa registra e peso bruto. E proyecto aki tuma 1400 ora di trabao.

## Assembly Permits Loading A Mile from Libyan Shore

A gigantic offshore steel structure, the first of its kind for loading seagoing oil tankers of any size and under adverse weather conditions, has been successfully put in operation off the coast of Libya.

Off Marsa el Brega, site of the oil terminal of Esso Standard Libya Inc., an affiliate of Standard Oil Company (New Jersey), the 77,000 ton tanker Esso Austria loaded the first shipment of 541,000 barrels of crude oil from a stationary structure erected in 100 feet of water a mile from shore.

The huge complex assembly is the first marine oil loading unit of its kind. It is known as the bow mooring device.

### Inventory Will Close

### Commissary April 25

Lago Commissary will be closed all day Thursday, April 25, for inventory.

### Comisario Ta Cerra

### April 25 pa Inventario

Lago Commissary lo ta cerra henter dia Diahuebes, April 25, pa inventario.

## Lubricante Sintetico Nobo Descubri; pa Essopa Menos Reviso di Motornan Jet

Un lubricante sintetico nobo pa jet cu por wanta temperaturan na 100 grado y mas cayente cu e azetanan awor na uso a worde desaroyá door di Esso Research & Engineering Company. John R. Tuttle, cu ta encargá cu e trabao di desaroyo ariba e producto, a calculá cu avionnan jet comercial y militar ta usa mas cu dos million gallon di lubricante sintetico di e clase aki cada anja.

Azetanan cu temperaturan constante ta esencial pa jetnan. Avionnan por ta na tera den regionnan den Arctico cu cuarenta grado bawo zero. Despues di lamta, e temperatura den e motor ta subi na 500 grado Fahrenheit. Como cu e lubricante nobo ta mas stabiel y ta forma menos sedimento, e cantidad di revisamento costoso di motornan lo worde reduci.

Como cu e tin mas resistencia contra temperaturanalto, e lubricante nobo lo keda efectivo "significativamente mas largo" den e inferno di un motor di jet comercial cu lubricantenan awor disponible, asina científiconan di compania ta bisa. E producto nobo lo worde poni na venta door di Humble.

## Alders Ta Haya Promocion Den Technical-Laboratory

George B. Alders a worde nombrá Assistant No. 1 di Depto. Tecnico. Siendo un empleado di Lago pa mas cu diezseis y mei anja, el a cuminsa traha den refinaria na Juli 1949 como un Tester F.

Su promoción tabata di siete den laboratorio, na unda el a traha desde su empleo door di Lago. Sr. Alders a haya promocion constante, yegando Tester B na 1949, Stenographer II na 1951 y Stenographer I na 1953. Na tempo di su promocion, el tabata traha como un Junior Laboratory Assistant.

El ta reemplazá Reuben C. Peterson, kende a retirá cu pension mas tempran den e luna aki despues di trinta-y-cuatro anja di servicio, tur den Laboratorio No. 1.

## Teamnan di Judo Ta Parti Honor y Trofeonan Dilanti Di Un Multitud Grandi

Un multitud grandi di hende a presencia e promer concurso di judo inter-insular na Lago Sport Park April 6. Un di e inciadornan di e idea, Eddy Snijders, cu un Faha Preto, Segundo Dan di Curacao, a gradua Sergeant di Marina na Savaneta Reinald Poeteray cu un Faha Preto, Promer Dan, y a sirbi como juez pa e concurso.

Premiá cu trofeo di campeon pa tur categoria tabata Maximiliano Meulens di Corsou. Otro trofeonan a worde presentá door di E. Byington na: Paul Perri di Corsou, kende tabata leader di e delegacion; A. P. J. van Esch di Aruba, Claudius Smith di Corsou; Snijders, H. F. Alberto di Aruba; Meulens y A. van Son.



THE POPULARITY of judo was attested by the large turnout for the Inter-Island eliminations at Lago Sport Park. Public Relations Manager E. Byington presents the all-category champion, Maximiliano Meulens of Curacao, one of the many trophies awarded, left. Marine Sgt. Reinald Poeteray is graduated to Black Belt, First Dan, by Eddy Snijders of Curacao, center photo. Winners on the two teams are shown at right.

E POPULARIDAD di judo a worde comprobá door di e gran cantidad di hende na e encuentronan eliminatorio Inter-Insular na Lago Sport Park. Gerente di Relacion Publico E. Byington ta presenta e campeon di tur categoria, Maximiliano Meulens di Curacao, uno di e hopi trofeonan cu a worde presentá, robz. Sergeant di Marina Reinald Poeteray a worde gradua pa Faha Preto, Promer Dan, door di Eddy Snijders di Curacao, den foto centro.





ARUBA'S MOST modern secondary school, the Colegio Arubano, is blessed by Msgr. J. M. Holterman, Bishop of Willemstad, as part of the large crowd attending stands outside the five-year HBS.

ARUBA SU school secundario mas moderno, Colegio Arubano, ta worde bendiciona pa Msg. J. M. Holterman, Obispo di Willemstad, mientras parti di e audiencia ta para pafor di e HBS di cinco anja di estudio.

### Colegio Arubano Blessed in Ceremonies; Bishop of Willemstad Conducts Dedication

The five-year HBS, the Colegio Arubano, has been dedicated by Msgr. J. M. Holterman, Bishop of Willemstad. The ceremonies came forty-two months after he performed a brief blessing ceremony for the school which was then housed in a wooden shed. Bishop Holterman said the school was but one of many examples of the improvements, social provisions and cultural institutions which have grown steadily under the cooperation of the Aruban people. "Religious development is the leaven of scientific development," he said, demonstrated by this blessing "that God has a place in this school." Education Minister E. O. Petronia said the rapid growth of the HBS made it possible for Aruban youngsters to develop themselves "for a longer period on their own soil and in their own family circles." Although the project is less conspicuous, he said, "this HBS is one of the most important Aruban projects." The teachers' training program, started at the school in 1960, is one of the latest developments in island education, it was noted. Education Inspector T. Sprockel urged that the Dutch Mammoth Education Act be applied in the Netherlands Antilles as soon as possible, since the law offers many possibilities for Aruba to adapt secondary education to its own requirements.

A SCHOOL choir is conducted during the impressive ceremonies, left, for the Colegio Arubano, where teachers' training was begun in 1960. Bishop Holterman, right, is shown with other celebrants in the course of the ceremonies, which were concluded at the Cultural Center.

UN KOOR di school ta worde dirigi durante e ceremonianan impresionante, robez, den Colegio Arubano, na unda un programa di enseñanza di kweekschool a cuminsa na 1960. Obispo Holterman, drechi, ta munstrá hunto cu otro oficiantenan den curso di e ceremonianan, cu a termina na Centro Cultural.



CHATTING DURING a break in the ceremonies, left, are Finance Deputy F. J. Tromp, Acting Lt. Governor I. S. de Cuba and Governor N. Debrot. Leaving after the ceremonies, right, are Lago President W. A. Murray and Public Relations Manager E. Byington.

COMBERSANDO DURANTE un interrupcion den e ceremonia, robez, ta Deputado di Finanza F. J. Tromp, Gezaghheber Interino I. S. de Cuba y Gobernador N. Debrot. Saliendo despues ta President di Lago W. A. Murray y Gerente di Relacion Publico E. Byington.

### Colegio Arubano Benediciona Durante Ceremonia Door di Obispo Holterman

E HBS di cinco anja, Colegio Arubano, a worde consagra door di Monseigneur J. M. Holterman, Obispo di Willemstad. E ceremonia a tuma lugar cuarenta-y-dos luna despues cu el a haci un ceremonia cortico di bendicionamento pa e school, cual e tempo ey tabata situa den un barrak di palo. Obispo Holterman a bisa cu e school tabata solamente uno di e hopi ehempelnan di e mehoracionnan, provisionnan social y institucionnan cultural cu a crece constantemente cu cooperacion di e pueblo di Aruba. "Desaroyo religioso ta e zuurdeeg di desaroyo científico," el a bisa, y ta demonstá door di e bendicion aki "cu Dios tin un lugar den e school aki."

Ministro di Educacion E. O. Petronia a bisa cu e crecimiento rapido di HBS a haci posible pa hobennan Arubano desaroyá nan mes "pa un periodo mas largo ariba nan mes suela y den nan mes circulo familiar." Aunque e proyecto aki ta menos visible, el a bisa, "e HBS aki ta uno di e proyectonan mas importante di Aruba." E programa di kweekschool a principia na e school aki na 1960, y esaki ta uno di e mas recien desaroyonan den educacion ariba e isla, a worde comentá. Inspector di Educacion T. Sprockel a urgi pa e Ley nobo di Educacion di Holanda worde aplicá den Antillas Holandes mas pronto posible, como cu e ley ta ofrece hopi posibilidat pa Aruba adapta su educacion secundario na su mes necesidadnan.

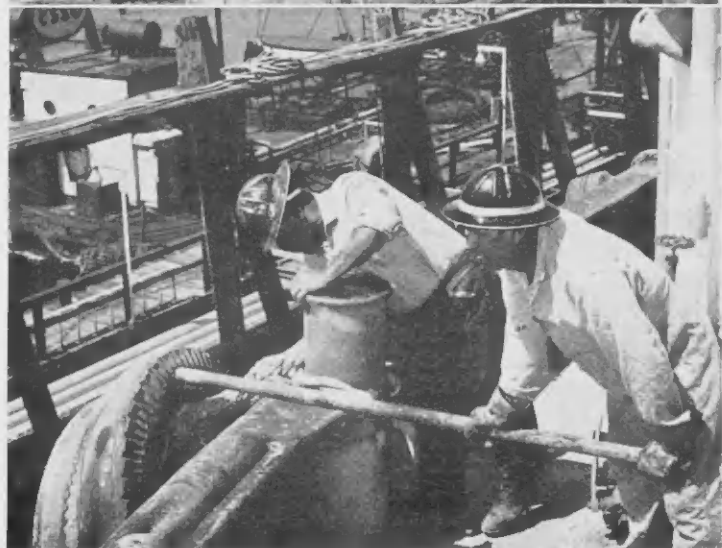


AMONG THOSE who attended the ceremonies were Acting Lt. Governor I. S. de Cuba and Deputy for Education F. Wernet, photo at left; Governor N. Debrot and J. H. Beaujon, Deputado di Educacion F. Wernet, foto na robez; Gobernador N. Debrot y J. H. Beaujon, center photo; Head Frère Bonifacius and Education Minister E. O. Petronia. ENTRE ESNAN cu a presenció e ceremonianan tabata Gezaghheber Interino I. S. de Cuba y Frere Directeur Bonifacius y Ministro di Educacion E. O. Petronia.



### Harbor Tugs Overhauled

# Time For Drydock



A DIVER suits up as he prepares for a short trip under the harbor during the drydocking, top photo. Workmen in bottom photo start changing fenders on the tug. UN BUCEADOR ta bisti su panja, preparando pa un viaha cortico bao di e haaf durante e proceso di drydock, mientras cu trahadornan ta cuminsa cambia.

Lago's two tugboats have just had their drydocking. The Esso Oranjestad took first turn inside the maze of scaffolding and workmen, who checked, chipped, repainted, welded, took apart and put back together again most of the innards of the 105-foot-long vessel. Two weeks later the Esso San Nicholas replaced her in drydock, and was scheduled to be back in service this past week.

Both tugs go into drydock every eighteen months. In the Aruba Government tug, Arikok, filled in when needed to assist in berthing incoming ships at San Nicolas Harbor.

Both the Esso Oranjestad and Esso San Nicholas weigh 252 gross tons or 108 net tons. Their beams are twenty-two feet each. Fourteen feet deep, each draws twelve feet, eight-and-one-fourth inches of water.

Major part of the maintenance was rebuilding each tug's engine. Each has a 1600-horsepower, sixteen-cylinder diesel. Each piston, eight inches in diameter and about fifteen inches high, develops 100 horsepower.

Propellor shafts on the two vessels were taken out and checked for wear. Also inspected were propellor, rudder and rudder shaft and engine bushings. The tugs got a complete paint job.

Workers on the Esso San Nicholas had to lift one generator and the main motor to pull its rotor, last done four years ago.

Accompanying photographs show details of the bow fender arrangements. The tugs formerly depended on rubber bumpers, held in place by a chain secured to each bumper end. The new prow has each rubber fender supported by projecting planes, and reinforced behind.

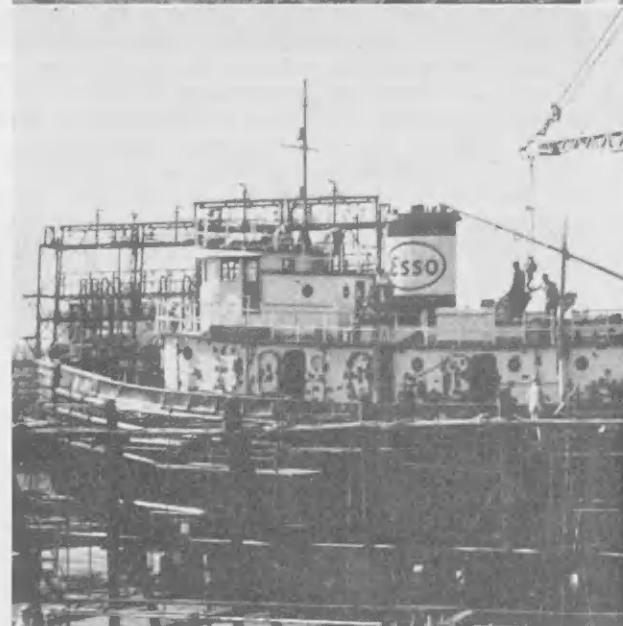
The Esso Oranjestad was delivered to Lago January 14, 1955; the Esso San Nicholas, Feb. 6, 1956. Each represents an investment of one-half million dollars.

Hulls of the two tugs were termed in excellent condition during their inspections. Installation of metal anodes onto the hulls was responsible for the protection of the steel against salt water corrosion.

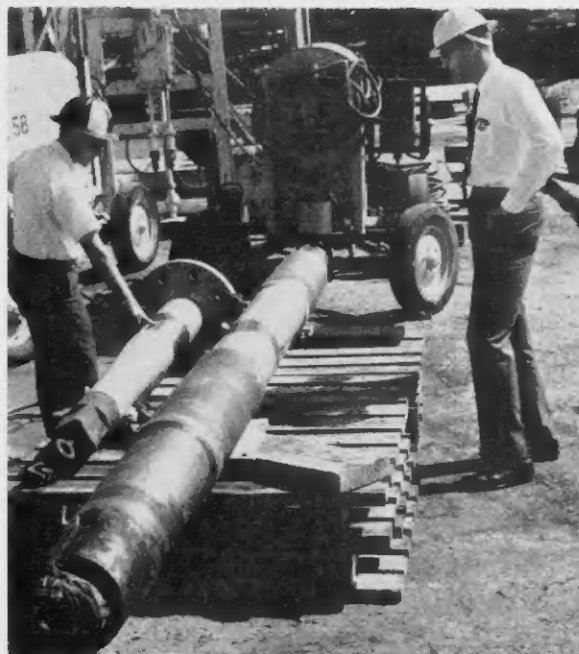
Until the two new tugs were obtained, Lago's harbor equipment had been painted to protect the hull at each drydocking. Use of the "cathodic protection" is more thorough and reliable. Marine Department officials also note it is more economical.

Aluminum anodes were attached to their hulls in 1957. Twenty-one of the thirty-seven-pound anodes in all were attached to each tug, ten on each side of the vessel and half an anode on each side of the rudder. Use of the anodes also represents a considerable financial saving through cutting the length of time each vessel needs in drydock.

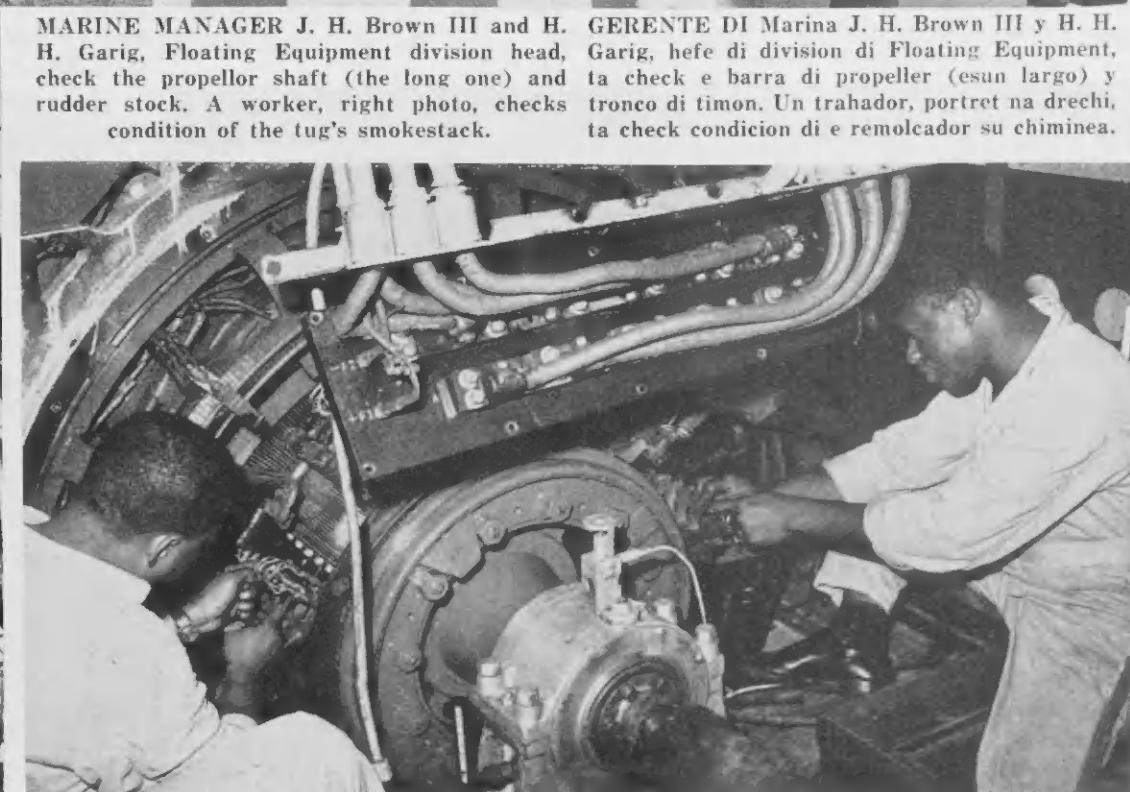
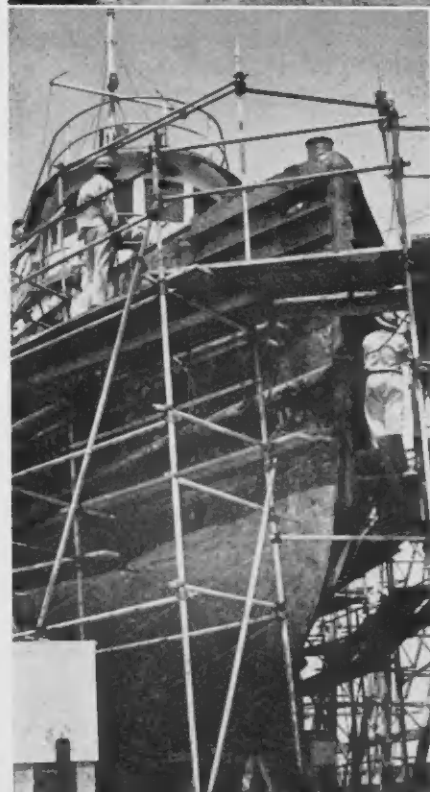
The tug Arikok was chartered from the Aruban government for the period of the drydocking. It was expected to be in use in San Nicolas Harbor about six weeks.



THE ESSO Oranjestad is positioned on keel and side blocks as she goes into drydock. A diver, above, prepares to descend to check the condition of the drydock tracks as a workman washes off the chains to keep the hauling engine from becoming fouled.



MARINE MANAGER J. H. Brown III and H. H. Garig, Floating Equipment division head, check the propeller shaft (the long one) and rudder stock. A worker, right photo, checks condition of the tug's smokestack. GERENTE DI Marina J. H. Brown III y H. H. Garig, hefe di division di Floating Equipment, ta check e barra di propeller (esun largo) y tronco di timon. Un trahador, portret na drechi, ta check condicion di e remolcador su chiminea.



ELECTRICIANS, LEFT, work on the main generator which consists of the main propulsion. A worker, right, delves into the intricacies of her main propulsion bow fender supports, details of which are shown in the cycle, the Esso San Nicholas fills the berth just yesterday as she prepares for a similar overhaul amidst the scaffolding for return to service this past week.



### Remolcadornan Ta Subi

# Dok Pa Drechamento



Lago su dos remolcadornan a caba di haya un turno ariba drydock. Esso Oranjestad tabata esun cu tabata promer hincá den un cantidad di stelashi y trahadornan cu a checke; bati su frusto, pinte'le di nobo, un welder ariba dje, a kita algun cos y a pone otro back na e barco di 105 pia largo. Dos siman despues, Esso San Nicolas, a tuma su lugar den drydock y tabata ariba programa pa bolbe back den servicio e siman cu a pasá aki.

Ambos remolcador ta subi drydock cada diezochu luna. E remolcador di Gobierno di Aruba, Arikok, a tuma nan lugar ora tin mester pa yuda den drentamento di bapornan den Haaf di San Nicolas.

Tanto Esso Oranjestad como Esso San Nicolas ta pisa 252 ton bruto of 108 ton neto. Nan tin un hanchura di binti-siete pia cada uno. Cu un altura di diezcuatro pia, cada uno ta sinta diezio pia y un cuarto duim hundo den awa.

E parti principal di mantencion di cada uno di e remolcadornan tabata pa revisa nan motor. Cada uno tin un motor diesel di 16 cilindro y 1600 forza di cabai. Cada piston, cu tin un diametro di 8 duim y mas o menos 15 duim halto, ta desaroyá un forza di 00 Horsepower.

E shaft di propeller a worde saká for di tur dos boto y nan a worde gecheck si nan ta gastá. Tambe e propeller, timon y barra di timon y bushing di e motor a worde inspectá. E tug-nan a haya un job di verf completo.

Trahadornan ariba Esso San Nicolas mester a hiza un generador y e motor mayor pa ranca su rotor, cual a worde saká ultimo biaha cuatro anja pasá.

Portretnan acompañante ta muntra detayenan di e proteccion di proa. Anteriormente e remolcadornan tabatin defensa di rubber, cual ta worde tení na nan lugar pa un cadena marrá na cada defensa. E proa nobo tin cada defensa di rubber wantá pa un plachi y tin reforzamento patras.

Esso Oranjestad a worde entregá na Lago Januari 14, 1955; Esso San Nicolas, Feb. 6, 1956. Cada uno ta representa un inversion di mitar millon di dollar.

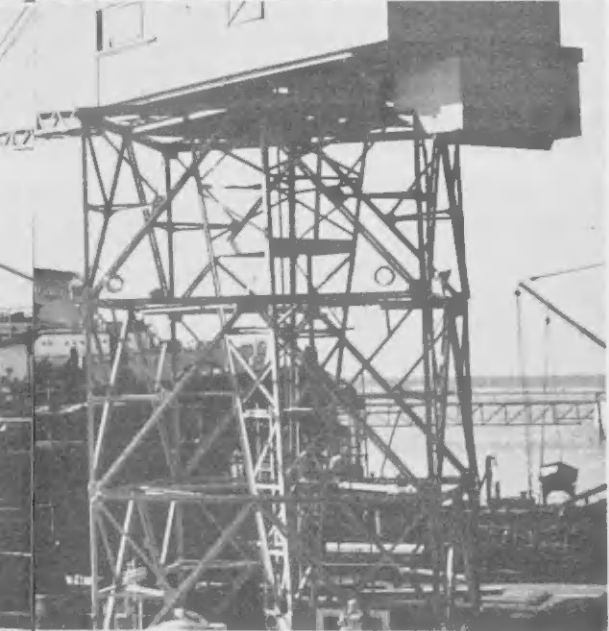
Casco di e dos remolcadornan a worde determiná di ta den un condicion excelente durante inspeccion. Instalacion di anodo di metal ariba nan caso tabata responsable pa proteccion di e staal contra frustiamiento causá pa awa salu.

Promer cu Lago a haya e dos remolcadornan nobo, equiponan di haaf di Lago tabata worde geverf pa protehá e casco cada bez cu nan subi drydock. Uso di e "proteccion di catodo" ta mas completo y confiable. Oficialnan di Departamento di Marina ta ripara tambe cu e ta mas economic.

Anodonan di aluminum a worde instalá ariba nan casco na 1957. Binti-un di e anodonan di trinta-y-seite liber a worde instalá en total ariba cada remolcador, diez na cada banda di e bapor y mitar anodo na cada banda di e timon. Uso di e anodonan ta representa tambe un considerable spaarmento financiero door di cu e tempo, cu cada barco tin mester ta den drydock, ta worde reducí.



FUTURE MATES watch progress of the drydocking, top photo. J. E. Kirwin, bottom photo, left, and H. A. Kelly check protection given by aluminum anodes to the tug's hull. STUURMANNAN DI futuro ta waak e progreso di e proceso di drydock, J. E. Kirwin y H. A. Kelly ta check e proteccion duná door di un capa di aluminum.

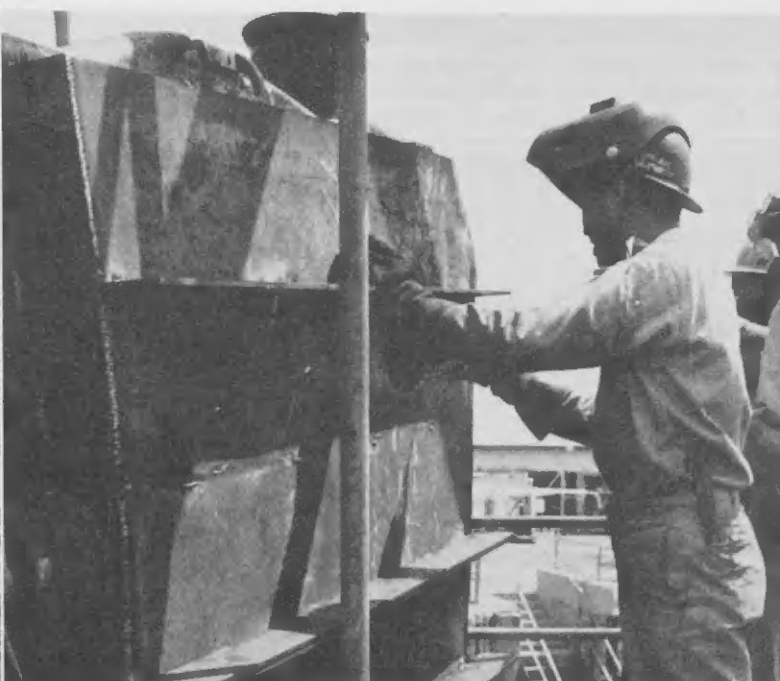


ORANJESTAD ta pará ariba su kiel y wantá cu un bapor na banda mientras e ta bai ariba dock. Un bapor, mas ariba, ta prepara pa baha pa controla con dje e wielnan di drydock mientras cu un trahador ta ariba e cadenan pa tene e motor di hala limpi.



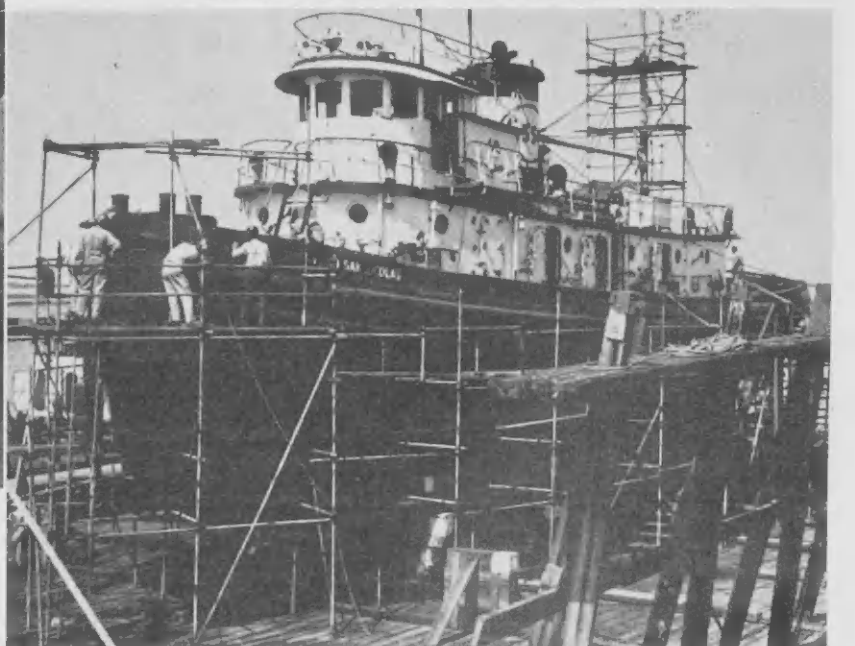
A LIFEBOAT from one of the tugs is swung away effortlessly, a toy for this crane, during the drydocking. Photo at right shows workers cleaning the upper section of the tug's hull as a tanker pulls into the gasoline docks in the background.

UN BOTO salbabida for di uno di e remolcadornan ta worde hiza sin ningun esfuerzo mescos cu un pida juguete door di e grua durante trabao ariba drydock. E portret banda drechi ta muntra trahadornan ta limpia e seccion ariba di e curpa di e remolcador.



Esso Oranjestad as machinistnan ta inspecta e mecanismo di diesel cu ta su propulsion principal. Un welder ta traha ariba su awanta di proteccion na su proa, tocante cual detayenan ta worde muntrá den e otro dos portretnan. Yegando na su turno, Esso San Nicolas ta ocupa e lugar di marra for di cual Esso Oranjestad a caba di sali, mientras e ta prepara pa un controlamento similar entre e stelashi, banda drechi.

ELECTRICIENNAN, NA robez, ta traha na e generador di Esso Oranjestad mientras cu machinistnan ta inspecta e mecanismo di diesel cu ta su propulsion principal. Un welder ta traha ariba su awanta di proteccion na su proa, tocante cual detayenan ta worde muntrá den e otro dos portretnan. Yegando na su turno, Esso San Nicolas ta ocupa e lugar di marra for di cual Esso Oranjestad a caba di sali, mientras e ta prepara pa un controlamento similar entre e stelashi, banda drechi.





# Trahador Veterano Recordando Tempo Pasa, y Promer Testnan den Laboratorio

Laboratorio No. 1 a perde su empleado mas bieuw. R. C. Peterson, kende a drenta fila di e pensionistanan di Lago ariba April 1, ainda a surpasá tecnico di laboratorio B. F. Dirksz den tempo di servicio na laboratorio y Sr. Dirksz ta casi na top di e lista di empleadonan di largo servicio na Lago. Sr. Peterson a acepta trabao na April 1928 cerca Sr. Clendenning den TD-Engineering, el ta recorda, pa "midi solamente." Despues el a tuma un trabao cu un compania na Oranjestad. Siendo el tabatin experiencia di laboratorio na Curaçao, Sr. Peterson a worde invitá pa Chief Chemist Frank Campbell "pa mira su laboratorio nobo."

E bishita ey na Januari 1929 tabata principio di un carera na Lago cu ta cubri mas cu trinta-y-cuatro anja. "El a pone mi ariba payroll," Sr. Peterson a bisa. Sr. Campbell despues a bira gerente general di Lago.

E laboratorio e tempo ey tabata un edificio di madera furá cu cement, banda pariba di e actual Machine Shops, Sr. Peterson ta recorda. El tabata "parce" bungalow di awor, pero mas largo. Su aparatonan tabata inclui dos Flash Point machine cu ta worde operá cu man y dos aparato pa determina viscosidad di azeta combustible cu ainda ta na uso.

## Den Laboratorio

C. "Flick" Maduro a drenta servicio di laboratorio despues di Sr. Peterson, despues di un cambio for di un asignacion bao Ralph Watson den Receiving & Shipping. Sr. Dirksz a bini den laboratorio casi un anja despues di Sr. Peterson.

George Hopkins a bini den staf di laboratorio dos dia despues di Sr. Peterson. Frank Griffin y Adrian Miller "a bini ey dentro di un par di siman, pero Sr. Miller a traha solamente un anochi, despues el a bai na otro banda pa Treating Plant." Sr. Griffin despues a cambia pa High Pressure Stills.

Sr. Peterson a bisa cu el a corre e promer test di "bottom sediment" y test di awa cu nunca antes a worde haci den laboratorio; e promer testnan di flash point y promer test di gravity ariba Rerun Still No. 1.

"Net nos a caba di ricibi un poco crudo. No tabatin refineria e tempo ey. Nos tabatin dos tanki di deposito

## Sugeridornan Ta Ricibi Fls. 1855 Na Maart den E Programa di CYI

Premionan total di Fls. 1855 a worde ganá pa empleadonan di Lago durante Maart den e programa di Coin-Your-Ideas. Nan a aumenta e premionan na placa for di principio di e anja aki te na Fls. 3645. G. P. Koolman di Process-Cracking & Light Ends a ricibi e premio mayor di Maart, Fls. 580. L. F. Wever di Mechanical-Administration a worde premiá cu Fls. 240.

Dos empleado di Lago tabatin cada uno dos idea cu a worde acceptá. H. E. Reeberg di Accounting a ricibi Fls. 30 y Fls. 25, y G. A. L. Kamperveen di Mechanical-Electrical a ricibi Fls. 35 pa cada un di su ideanan.

pariba di e actual Centro Medico. Dos tanquero chikito a trece 18,000 baril di crudo y e plantanan ainda tabata bao construcion."

Su carera na Lago tabata inclui "asignacion di prestamo" na Standard Inspection Lab, despues na Saybolt durante Segundo Guerra Mundial.

"Sin ayudo di Lago," el a bisa, "mi yiu muherman nunca lo por tabata por a ricibi asina bon educacion." Florence, cu ta casá cu Kapitein Henk Snel di Ehercito Real Holandes, a studia cuatro anja na universidadnan na Holanda y España despues di a termina HBS na Curaçao. El a duna les den Spaño na Holanda "y por a ricibi su doctorada den un otro anja," su tata a bisa, "pero el a preferá di casa envez." Sra. Snel ta carga e titulo di profesor den paisnan Latino Americano.

Su otro yiu muher, Srta. Joan Peterson, "a caba dos klas den un anja na HBS," el a bisa cu orguyo. El a studia na Holanda, despues a bira un trahador social specializando den proteccion di hubentud.

"Mi ambicion semper tabata pa manda nan school na Holanda. Mi no a haya un educacion di colegio, y mi a mira com esey ta yuda otronan rond di mi move padilanti mas rapido."

No obstante su falta di educacion di colegio, el ta recorda cu el a move hopi rapido den tres ocasion. Un caso tabata pa 1:45 di mainta ariba Feb. 16, 1942 "ora mi a mira balanan trazador for di un submarino Aleman tabata describi un arco den direccion di refineria." E otro incidentenan peligroso tabata un candela den laboratorio, cual el a paga despues cu otro personal di ey banda a corre bai, y despues a dal abao pafor di e edificio; un otro caso tabata e anochi hopi despues di anja 30 un poco despues cu yobidanan fuerte a paga e fornonan.

"E dak di e "agitator" a bula bai," el a bisa, "y a cai net dilanti di un watchman. E lugar tabata birando cayente, pero mi a stop tur cos cu tabata traha."

Durante e promer dianan di refineria, el ta recorda, tabatin "poco trucknan Chevrolet ariba e isla. Tabata costa Fls. 10 pa bai cu truck for di Oranjestad pa San Nicolas, pero a biaha back tabata costa Fls. 25. Tabatin solamente un bon Hudson a tempo ey."

E promer tarifa di busnan entre e dos lugarnan aki, el a bisa, tabata Fls. 2.50 pa pasahero pa un biaha sol.

Sr. Peterson tin plan pa dedica mas tanto di su tempo como propietario di Caribbean Night Club y Restaurant na San Nicolas, cual el ta posede, asina cu e bolbe for di vacation na Holanda y Ciudad di Nueva York.

## Suggesters Win Fls. 1855 In March CYI Program; Two Earn Two Awards Each

Awards of Fls. 1855 were made to Lago employees in March under the Coin-Your-Ideas program. They brought the cash awards since the first of the year to Fls. 3645. G. P. Koolman of Process-Cracking and Light Ends received the top March cash award, Fls. 580. L. F. Wever of Mechanical-Administration was awarded Fls. 240.

Two Lago employees had two suggestions each accepted. H. E. Reeberg of Accounting received Fls. 30 and Fls. 25, and G. A. L. Kamperveen of Mechanical-Electrical, Fls. 35 for each of his ideas.

Awards were:

Accounting Department	
H. E. Reeberg	Fls. 30
H. E. Reeberg	Fls. 25
Industrial Relations Department	
Mrs. M. C. Chung	Fls. 25
Mechanical Department Administration	
L. F. Wever	Fls. 240
Weekly construction report.	
L. A. Peterson	Fls. 60
Mech.-Adm. Forms for use by Mechanical Department.	
T. Solognier	Fls. 30
Electrical	
G. A. L. Kamperveen	2 @ Fls. 35
Machinist	
G. Croes	Fls. 90
Mech.-Mach. Fabricate two jack blocks to fit bed of Seller boring mill.	
P. J. Beaujon	Fls. 40
R. Hazel	Fls. 35
J. Warner	Fls. 35
Metal Crafts	
J. R. Palm	Fls. 35
C. R. McDonald	Fls. 30
A. De P. Dorothal	Fls. 30
E. Dania	Fls. 25



EMERGING FROM a brief visit with Lago President W. A. Murray are Major G. J. C. Ballieux and Rev. C. A. Mettingh van Rijn, new chaplain at Savaneta. SALIENDO DI un bishita cortico cu Ehecutivo Comite di Lago ta Majoar G. J. C. Ballieux, comandante di Mariniers Kazerne na Savaneta, y Rev. C. A. Mettingh van Rijn, predikante nobo di Kazerne.

W. T. PANDT knows broilers aren't good layers. That's why the vacuum still operator in Processing-LOF was surprised when one of his broiler chickens laid the egg on the left, to which he is pointing.

W. T. PANDT sabi cu galinjanan pa cushina no ta bon ponedor. El tabata sorprendá ora cu un di su galinjanan cu el ta cria pa come a pone webo na banda robes.



M. Figarosa	Fls. 25
J. R. Maduro	Fls. 25
Storehouse	
G. H. van Putten	Fls. 35
Yard	
J. R. Koolman	Fls. 50
Elevation of road for drainage of water around tanks 151 & 194.	
Medical Department	
S. J. Speziale	Fls. 30
Process Department C&LE	
G. P. Koolman	Fls. 580
Bypassing of AAR-2 rerun tower.	
A. Croes	Fls. 40
M. Tromp	Fls. 25
Rene Lo	Fls. 25
E. Niekoop	Fls. 25
Utilities	
F. Arends	Fls. 55
Proc.-Utilities. Air condition fire maintenance foreman's clerk's & F.E.M. inspectors' offices at Fire Department Headquarters.	
E. Damian	Fls. 50
Proc.-Utilities. Platform over pitch fuel oil heaters at No. 2 Powerhouse.	
C. R. Helder	Fls. 35
C. Helder	Fls. 30
S. v.d. Linde	Fls. 25

## SERVICE AWARDS

20-Year Buttons	
George G. Stephens	Lago Police Department
Mario Vrolijk	Gen. Serv. Crafts
Allison L. Dennie	Gen. Serv. Admin.
Eddy Wijdh	Marine Department
William T. Peterson	LOF (A&E)
Fernando Fingal	LOF
Felipe Erasmus	LOF
Lorenzo A. Kelly	Mech.-Pipe
Alexander C. Floor	Mech.-Metal Crafts
10-Year Buttons	
Marcolino Croes	Mat'l & Commissary
Paulus Faarup	Lago Police Department
John J. Halfaker	LOF
Nicasio Kelly	Yard
Bertrano Henriquez	Yard
Dominico T. Faro	Metal Crafts
Mrs. Antonia E. da Costa	Hospital
Walter H. Pole	Hospital
Jacobo F. Lacle	Lago Police
Mrs. Navilia R. Le Grand	Industrial Relations
Mario Maduro	Yard
Bernardo L. Maduro	Paint
Lucio R. Wever	Mech.-Admin.
Malcolm E. Soderston	Mech.-Admin.

## VETERAN WORKER

(Continued from page 1)

Netherlands Army Captain Henk Snel, studied four years at universities in Holland and Spain after finishing H. B. S. in Curaçao. She taught Spanish in Holland, "and could have received her doctorate in another year," her father said, "but she chose marriage instead." Mrs. Snel carries the title of professor in Latin American countries.

His other daughter, Miss Joan Peterson, "made two grades in one year at H. B. S.," he said proudly. She studied in Holland, then became a social worker specializing in youth protection.

"My ambition was always to send them to school in Holland. I didn't have a college education, and I saw how it helped others around me move ahead more rapidly."

Despite the lack of a college education, he remembers moving very rapidly on three occasions. One was at 1:45 a.m. on Feb. 16, 1942, "when I saw tracer bullets from a Nazi submarine arcing toward the refinery." The other dangerous incidents in-

involved a fire in the lab, which he extinguished after other personnel there had fled, then collapsed outside the building; and the night in the late 1930's just after heavy rains put out the furnaces.

### Roof Blew Off

"The roof of the agitator blew off," he said, "and landed right in front of a watchman. It was getting hot, but I shut down everything."

During the refinery's early days, he recalled, there were "a few Chevrolet trucks here on the island. It cost Fls. 10 to go by truck from Oranjestad to San Nicolas, but the return trip was Fls. 25. There was only one good Hudson here at the time."

The first bus fare between those two points, he said, was Fls. 2.50 a passenger one way.

Mr. Peterson plans to devote most of his time to being proprietor of the Caribbean Night Club and restaurant in San Nicolas, which he owns — as soon as he returns from a vacation to Holland and New York City.



HONORED ON his retirement after twenty-three years is Mohamed Haniff of Accounting. Shown above are R. F. Dilworth, H. W. Orr, Jr., N. C. Baptiste, J. M. Henriquez, H. E. Reeberg and Mr. Haniff, guest of honor.

HONRA PROMER cu su retiro cu pension despues di bintitres anja ta Mohamed Haniff di Accounting.

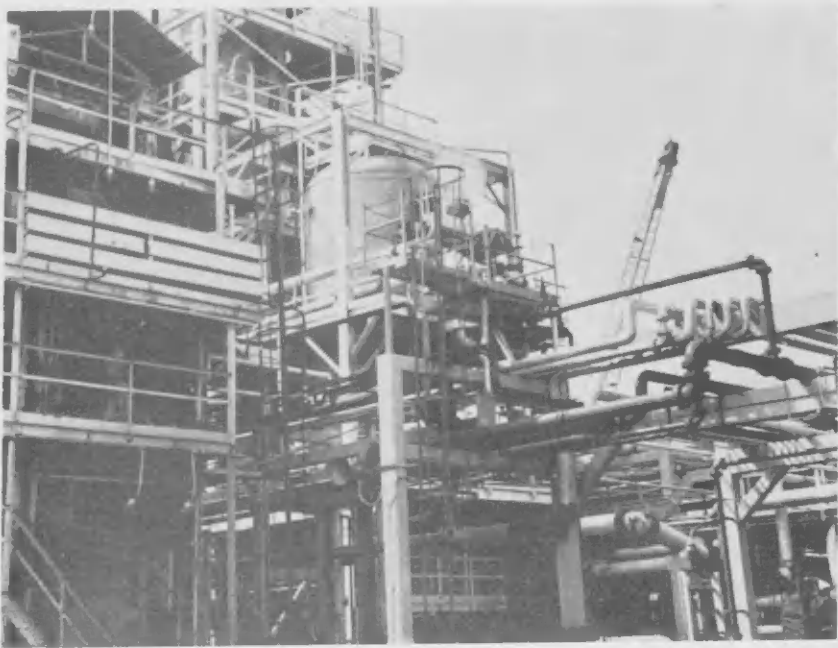


HIS DUTIES in Technical-Laboratory No. 1 finished, Reuben C. Peterson, retired after thirty-four years with Lago. Above are B. C. Clarkson, K. L. Weill, J. F. Reynolds, K. Perrotte, Casmiro Yarzagaray, Miss Joan Peterson and Mr. Peterson. CABANDO SU servicio na Technical-Laboratorio ta Reuben C. Peterson, cu ta retira despues di trinta-y-cuatro anja.



METAL CRAFTS general foreman Bernard J. Bruever, who completed twenty-eight years with Lago, is the recipient of two paintings of Aruba scenes in this ceremony. GENERAL FOREMAN di metal crafts Bernard J. Bruever, cu a cumpli binti-ochu anja cu Lago, ta ricibi dos cuadro pintá di Aruba den ceremonia na Mechanical Department.





PART OF the No. 5 Combination Unit, left, is remodelled by welder in a close spot, center. At right are Clarence Reed, assistant zone supervisor, R. C. Bergfield, zone planner, and G. L. Arrindell.

PARTI DI Combination Unit No. 5, robes, ta worde remodelá pa un Welder den un lugar cerá. Banda drechi ta Clarence Reed, Assistant Zone Supervisor, R. C. Bergfield, Zone Planner, y G. L. Arrindell.

# No. 5 Combination Unit Shut Down For Five Days For New Skirts

## New Base Is Installed in Sections While Cleaning, Repairs Take Place

### Fundeshi Nobo A Worde Instala Mientras Limpiamento y Reparacion Ta Tuma Lugar

No. 5 Combination Unit has a new concrete foundation and support structure. The unit also had its cracked fireproofing repaired and received its scheduled cleaning.

The work was performed during a five-day shutdown. The new concrete foundation, complete with anchor bolts, was poured within the old tower support structure. Eighteen cubic yards of concrete were used.

A small portion of the structure was cut away, and seven columns put up between the bubble skirt and the new foundation. Each column is a five-foot length of old five-inch furnace tubing.

A quarter of the old support structure was then removed. Curved plates were installed to take the load it normally held. The process was repeated on the opposite quadrant. Then the other half of the old support was ripped out and the remaining plates forming the new support were welded into place.

A two-inch layer of concrete mixture was sprayed inside and out. The cleaning, last performed in June, 1962, involved cleaning the furnaces, soaking drums, evaporator and tower and some of the exchanges.

Seventeen of the thirty-six trays on the No. 5 Crude Tower were pulled and converted from jet to sieve trays. The project took about 11,000 man hours. A similar project is under way on No. 6 Combination Unit, where the base has already been poured.



CHECKING THE installation of new skirt plates are R. C. Bergfield and Nasario Tromp.

INSPECTANDO INSTALACION ta R. C. Bergfield y N. Tromp.

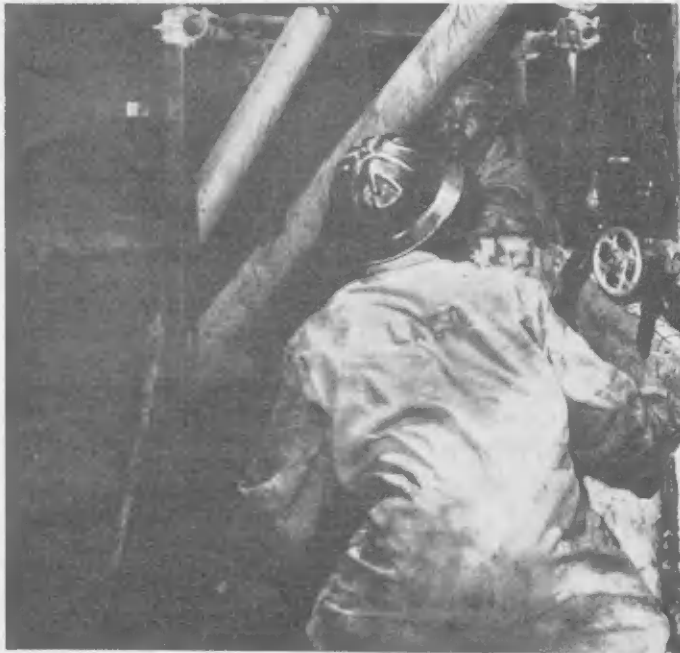
Combination Unit No. 5 tin un fundeshi y estructura nobo di concreto. E unidad tambe a haya reparacion pa su kraknan y a ricibi un limpiamento segun programa.

E trabao a worde haci durante cinco dia cu e planta tabata abao. E fundeshi nobo di concreto, completo cu su boolsnan, a worde bashá paden di e estructura di wanta e tower. Diezochu yarda cubico di beton a worde usá.

Un parti chikito di e estructura a worde cortá e afur y siete kolom a worde poni entre e rand di e "bubble tower" y e fundeshi nobo. Cada kolom ta consisti di un tubo bieuw di forno di cinco pia largo. Despues un cuarto parti di e estructura bieuw cu ta wanta a worde kitá. Plachinan cu un curva a worde instalá pa wanta e peso cu e estructura bieuw normalmente tabata carga. E proceso aki a worde repití ariba e cuadrante na e otro banda. Despues e otro parti di e estructura bieuw a worde kitá completamente y e plachinan nobo cu ta forma e awanta nobo a worde geweld na nan lugar.

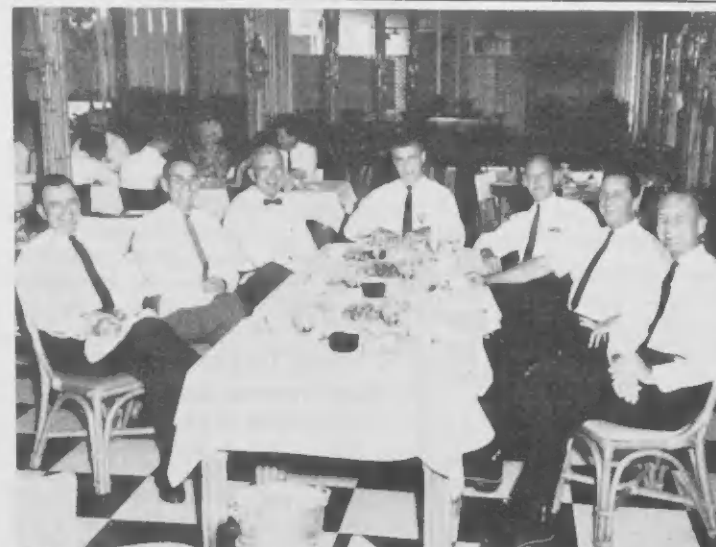
Despues un capa di mezcla di concreto a worde gespuit paden y pafor. E limpiamento, pa ultimo biaha haci na Juni 1962, tabata involve hacimento di e forno, drumnan, evaporador y tower limpi y algun di e otro equiponan.

Dieziete di e trinta-y-siete bakkinan di Crude Tower No. 5 a worde saká y nan a worde cambiá pa otro tipo di bakki.



RIGGERS USE a chain block to remove a three-ton chunk of steel from the foundation of No. 5 Combination Unit, left. A hole is cut, center, to aid in rigging a block and tackle assembly. Nasario Tromp, metal trades foreman, right, inspects progress of the dismantling.

RIGGERNAN TA usa un chain block pa move un pida staal di tres ton for di e fundeshi di Combination Unit No. 5, robes. Un buraco ta worde cortá, centro, pa yuda den ponemento di e chain block. Nasario Tromp, Foreman di Metal Trades, drechi, ta inspecta e progreso.



COMPLETING MORE than twenty-five years' of Lago service is William C. Keefer, honored at this luncheon. Shown above are W. L. Fox, H. J. Richardson, Mr. Keefer, F. C. Donovan, H. F. Couzy, D. D. Daleski and W. C. Anderson. COMPLETANDO MAS cu binti-cinco anja di servicio na Lago ta William C. Keefer, cu ta worde honrá na e comemento aki.

RETIRING THIS month with nearly thirty-eight years service is Celestino Alberts of Receiving and Shipping-Wharves. Shown above are A. K. Kossuth, L. F. Ballard, Johan Jansen, A. B. Semeral, Mario Alberts, F. J. Dunbar and Mr. Alberts. RETIRANDO CU pension e luna aki cu casi trinta-y-cinco anja di servicio ta Celestino Alberts di Receiving & Shipping.

LEAVING LAGO after more than twenty-seven years is Marco H. de Cuba of Mechanical-Paint. Shown above are M. Carrasquero, F. Cornes, Mr. De Cuba, K. E. Springer, W. F. Hughes and J. Tromp. LARGANDO LAGO despues di mas cu binti-siete anja ta Marco H. de Cuba di Mechanical-Paint.



## Synthetic Crude Production Proposed Under \$356 Million Canadian Project

Plans for a commercial complex which would cost an estimated \$356,000,000 and would produce 100,000 barrels a day of synthetic crude from the Athabasca tar sands in Canada's Alberta Province by 1970, were outlined in an application filed with the Alberta Oil and Gas Conservation Board by Cities Service Athabasca, Inc., on its own behalf and for its associates in the plan —

Imperial Oil Ltd., Richfield Oil Corporation, and Royalite Oil Company, Limited. The application requests approval to design, construct and operate mining and processing facilities in the Mildred Lake area of the Athabasca tar sands, as well as a 295-mile pipeline to Edmonton.

The submission reviews the intensive development work carried out by the applicants during the last three and one-half years, including the pilot plant operations at Mildred Lake which resulted in selection of the process they believe will be successful on a commercial basis.

A definitive estimate for the project is scheduled to be completed in 1964. Subject to the results of their economic evaluation of the project and projected market conditions then prevailing, the applicants plan to start construction of the project as soon as possible after completion of the final engineering in 1965.

Production is scheduled to begin in 1969. Full production of 100,000 barrels a day would be reached by 1970.

In a detailed forecast of the supply-demand situation for the next several years, the applicants suggest the proposed tar sands production by 1970 will come at just about the time "Alberta's potential begins to decline." The study forecasts "a serious deficiency by the mid-1970's." The province's ability to supply the demand at that time will require additional annual increments of about 100,000 barrels per day for at least five years.

The applicants emphasize the need to achieve low unit cost production in any tar sands operation. One significant factor is volume of production. They conclude, therefore, that they "cannot sufficiently lower the costs of mining, conveying, processing and pipelining at this time unless production approached 100,000 barrels a day."

First step in the complicated recovery project is removal of overburden by dragline. This overburden would be slurried and pumped to disposal. The exposed sands then would be mined. Two giant bucket-wheel excavators capable of working a 200-foot face will be used to excavate the tar sands. Two parallel conveyors then will carry the tar sands to the extraction plant. Each conveyor has an operating capacity of 13,000 tons per hour.

The extraction step is carried out by the "dense phase" process developed by the applicants. This is a two-stage process which they have found to be superior in both oper-

## Field Is Opened at Raguba; Gas-Oil Separator Plant In Wastelands of Libya

Esso Sirte, Inc., affiliate of Standard Oil Company (New Jersey), as operator has begun production of oil from the Raguba field situated 120 miles southwest of Esso's terminal at Marsa el Brega.

The field is in Concession 20 which is held jointly by Esso Sirte, Inc., Libyan American Oil Company and W. R. Grace & Co. The Raguba field was discovered in January, 1961. Since then thirty-one additional wells have been drilled. Daily production from Raguba is expected to average about 45,000 barrels for the remainder of 1963.

At the Raguba field a gas oil separation plant has just been completed. From this plant the oil flows through a recently constructed twenty-inch pipeline which connects sixty-six miles from the Mediterranean Coast with the main thirty-inch pipeline from Zelten to Marsa el Brega. Esso Sirte has agreed to purchase the production owned by W. R. Grace & Co., and Libyan American Oil.

ability and bitumen recovery to the straight hot-water process developed by the Alberta Research Council. The tar sand is mixed at 180 degrees temperature with steam and fresh water in an 18-foot diameter by 46-foot long rotating tumbler. Slurry recovered from this step is then contacted with hot water and the bulk of this bitumen is separated as froth. This process also separates the sand which is mixed with water and pumped to disposal. Another hot water contact is made for additional bitumen recovery.

Principal products which result are naphtha and gas-oils. These must be treated for the reduction of sulphur and nitrogen contents before an acceptable synthetic crude can be produced. Elaborate plans are included for final disposal of waste.

The plan also calls for generating facilities to furnish power and steam for the plant and for a proposed townsite near Mildred Lake. Airport facilities would be constructed. An all-weather road with a bridge over the Athabasca River will also be required between McMurray and the plant.

The new townsite would be planned and administered by the appropriate provincial government agencies, according to the applicants' submission. The applicants indicate they would make financial aid available, if required, in the early stages.

They estimate the average annual manpower requirements over the construction period would range from 1,000 to 4,000 men for the project. Annual field payrolls would vary from \$7 million to \$25 million.

Manpower requirements for operating and maintaining the plant, power plant and pipeline would number 1,700 with an annual payroll of about \$14 million.

The entire operations as outlined are planned primarily on one lease of 49,788 acres held by the applicants. In addition, they hold another 279,796 acres in areas of the Athabasca oil sands considered suitable for surface mining operation. The quantity of bitumen in place on the lease planned for working is estimated at 1.4 billion barrels.

## Estructura di Staal Poni Na Operacion pa Marra Bapor Un Milla for di Tera

Un gigante estructura di staal pafor di costa, e promer den su sorto pa carga tankeran oceanico di cualkier tamanjo y bao condicionnan desfavorable di tempo, a worde poni na operacion cu exito pafor di costa di Libia.

Pafor di Marsa el Brega, e lugar cu tin e stacion di azeta di Esso Standard Libya Inc., un afiliado di Standard Oil Company (New Jersey), e tankero Esso Austria di 77,000 tonelada a tuma su promer carga di 541,000 baril di azeta crudo for di un estructura permanente construi den 100 pia di awa un milla for di tera.

E instalacion completo y grandi aki ta e promer unidad marina di carga azeta den su sorto. E ta conoci como e instalacion pa marra bapor na su proa, como cu e ta permiti e tankero pa marra cu su proa na e estructura locual ta permiti e bapor draai un circulo completo den alta lama y hopi biento mientras el ta ricibi su carga di azeta crudo for di un linja di tubo bao awa.

E instalacion cu ta pisa 2800-ton ta un disenjo di G. A. McCammon, gerente di proyecto di Esso, cu asistencia di ingenieronan consultante. El a worde desaroyá pa por carga tankeran den lugarnan cu facilidad di haaf ta limitá y bao mayoria condicionnan di tempo y cu minimo tempo pa marra y sali for di haaf.



**NEW WAY** to reach the tops of the tallest tanks in firefighting drills is demonstrated by this attachment, den exercicio pa paga candela ta demonstrá pa medio fitted on a hydraulic crane. It allows quick placing of a di e adición aki, cual ta instalá ariba un grua hidráulico. Esaki ta permiti pa pone un tubo di spuit cu curva gooseneck foam outlet over the lip of this tank, sixty pa foma it rapidamente pa pasa ariba e rand di e tanki, six feet above the level of the ground.

## New Lubricant Developed Especially for Jet Motors

A new synthetic jet lubricant that can withstand temperatures 100 degrees hotter than oils now in use has been developed by Esso Research and Engineering Company. John R. Tuttle, in charge of development work on the product, estimated that commercial and military jet planes consume more than two million gallons of synthetic lubricants like these.

Temperature-stable oils are essential for jets. Planes may be on the ground in forty-degree-below-zero Arctic regions. After takeoff, the temperature inside the engines soars to 500 degrees F. Since the new lubricant is more stable and lays down less deposits, the number of expensive engine overhauls will be reduced.



**IT'S POISON.** Jequirity beans, shown above, are made into necklaces and novelties. One bean, if chewed, has enough poison to cause death. Beans are small and usually red with one black spot. **E TA veneno!** Esaki ta un clase di boonchi, munstrá ariba, cu ta worde trahá na cadena pa garganta y otro novedad. Uno, si e worde mordi, ya tin bastante y tin suficiente veneno pa causa morto.

## NEW ARRIVALS

- February 25**  
SCHOENFELD, Stanley - Medical; A daughter, Allison Lee
- February 26**  
DABIAN, Andres A. - LOF; A daughter, Amira Mathilda
- February 27**  
WERLEMAN, Antonio - Rec. & Ship; A son, Jacobo Minguel Antonio De La Iglesia
- February 28**  
VINGAL, Marcos - Medical; A daughter
- March 1**  
ROBLES, Willy - TD-Eng.; A son, Benjamin Arie
- March 2**  
ROMBLEY, Alexander R. - Machinist; A son, Juan Armando
- March 3**  
ECURY, Reuben N. D. - Tech. Dept.; A daughter, Chantal Nicole
- March 4**  
WILLEMS, Jose De J. - Storehouse; A daughter, Claudia Angela
- March 5**  
CROES, Joaquin - C&E; A daughter, Judith Jolanda
- March 6**  
RAS, Roque - C&E; A son, Eric Alvin Conrad
- March 7**  
BOEZEM, Francisco P. - Lago Police; A daughter, Betty Teresia
- March 8**  
PASKEL, Francisco R. - Accounting; A daughter
- March 9**  
GEERMAN, Bruno - Electrical; A son, Leo Maria
- March 10**  
KELLY, Mario - Yard; A daughter, Lucia Leonita
- March 11**  
LAKE, Cornelius L. A. - Mechanical; A son, Edward Emanuel Leopold
- March 12**  
PETERSON, Nelson J. - Medical; A son, Mark Anthony
- March 13**  
WILLIAMS, Wilfred A. - Storehouse; A daughter, Johanna Elizabeth
- March 14**  
GEERMAN, Basilio - Carpenter; A son, Grigorio Magno
- March 15**  
KOCK, Alberto - Pipe; A son
- March 16**  
FREEMAN, Alexander A. - C&E; A daughter, Sandra Natalie
- March 17**  
CHING, Sing P. - Utilities; A son, Michael Francis
- March 18**  
MADURO, Lucario J. - Yard; A daughter, Miriam
- March 19**  
PEDRA, Jose Fernandes - Metal Trades; A son, Marcelino David Maria
- March 20**  
HUGHES, Harold Odé - Storehouse; A son, Brian Bertram
- March 21**  
NOEL, Christopher G. - Medical; A daughter, Patricia Elaine
- March 22**  
THIEL, Jose M. - LOF; A son, Gabriel Arcangel
- March 23**  
WERNET, Ocaño - LOF; A son, Ocaño, Jr.
- March 24**  
GEERMAN, Dominico - Utilities; A daughter, Lourdes Agnes
- March 25**  
KOCK, Mario - Rec. & Ship; A son, Mario Victoriano
- March 26**  
BRYSON, James N. - Electrical; A son, Orlando Adonis
- March 27**  
MADURO, Frans R. - Electrical; A daughter, Vivian Sandra

## Extension di Boom Ta Yuda Pa Yega Rand Aribadi Tanki

Un extension piramidal a worde proyectá pa Departamento Tecnico pa asisti pagadornan di candela pa por pone spuit di foma it pasá ariba rand di e tankinan mas halto di refineria. Esey ta mas cu sesenta-y-seis pia for di tera.

E extension di diez-seis pia ta reduci for di cuatro te tres duim diki. E ta instalá ariba un grua hidráulico. Despues e tubo cu tin un curva y un spuit na dje y e hoos ta worde poni ariba e extension y ta worde hizá na un angulo di sesenta grado for di posicion horizontal.

Ora e boom ta den posicion completo, e fin di e tubo cu tin curva mester yega un altura di sesenta-y-siete y mei pia for di tera.

## Boom Attachment Will Aid In Reaching Tank Top Rims

A tapered extension has been designed by Technical Department to assist firefighters in placing foam outlets over the rim of the refinery's tallest tanks. That's more than sixty-six feet off the ground.

The sixteen-foot extension tapers from four to three inches. It's fitted to the end of a hydraulic crane. Then the gooseneck foam outlet and attached hose is placed on the extension and raised to a sixty-degree angle from the horizontal.

When the boom is fully extended, the end of the gooseneck should be sixty-seven-and-one-half feet high.

## Dealers Ta Pidi Pa Reduci Humamento Cerca Pomp

Probablemente ta masha facil pa yega na un Gasolin Station cu cigaria na man of na boca. Probablemente ta tambe mes facil pa camna, na un momento sin pensa, cu e mes cigaria den direccion di e ayudante cu ta pone gasolin den e auto. Pero esaki ta peligroso. Pesey, Esso Dealers ta pidi pa nan clientenan abstene di huma cerca pompan di gasolin.